

Co-day's Advertisements.

VICTORIA PRECEPTORY.

A N. EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, TO-NIGHT, the 4th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 4th May, 1901.

No. 2, CAMELON VILLAS, THE PEAK.

TO LET, FURNISHED, from Middle of July to Middle of September.

Apply to

H. W. BIRD,

Messrs. PALMER & TURNER,

Hongkong, 4th May, 1901.

FOR YOKOHAMA KOBE AND TSINGTAU.

THE Steamship

"AMBRIA"

Captain Duckstein, will be despatched for the above Ports, on MONDAY, the 6th instant, at 5 P.M.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 4th May, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

"HAILONG,"

Captain Bathurst, will be despatched for the above Ports, on TUESDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAKE & Co., General Managers.

Hongkong, 4th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"PERLA"

Captain R. W. Almond, will be despatched as above on TUESDAY, the 7th instant, at 3 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 4th May, 1901.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

"CATHERINE APCAR,"

Captain J. G. O'Brien, will be despatched for the above Ports, on THURSDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th May, 1901.

FROM HAMBURG, AMSTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"AMBRIA,"

Captain Duckstein, having arrived from the above Ports, Consignees of Goods are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Shanghai Freeport Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 4th May, 1901.

494c

Sanitas

Disinfecting

Fluid

Colorless

FRAGRANT

NON-PHOSPHOROUS

ALSO POWDER, SOAPS,

EMBROCATION, &c.

"HOW TO DISINFECT."

Book sent FREE on application.

Of all Chemists, and

The "SANITAS" Co., Ltd., Bethnal Green, London.

495c

Intimations.

WANTED.

THREE or FOUR LADS

to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 17th January, 1901.

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep.)

No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs).

The "LILY" Waltz and "ELIZA" Waltz.

NEW FEATURE.

Pocket Edition of Pianoforte Music, including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.

446c To be had of all MUSIC DEALERS.

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

Whisky of great age... 10.80

C.—ADELPHY-GLENLIVY 12.00

D.—H.K.D., BLEND of the

Finest Old Malt Scotch.

Whiskies 14.40

WATSON'S SPECIAL:—

"E"

VERY OLD LIQUEUR SCOTCH

Whisky 15.00

Of superb quality and great age

—pronounced by all connoisseurs to

be the BEST BRAND in the Far East.

Small quantities are supplied at

proportionate whole sale rates.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY.

MARRIAGE.

At the Presbyterian Church, Penang, on the 24th April, by the Rev. John S. Macknight, MA., JAMES WEIR, to SADIE McKECHNIE, youngest daughter of the late Angus McKechnie and of Mrs. McKechnie, Georges Square, Greenock.

DEATH.

On 12th April, at her residence, St. John's, Malacca, HELEN MARGARET, widow of the late Louis NEURONNER, Esq., in her 74th year.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 4, 1901.

NOTES AND COMMENTS.

Tin.

The discovery of tin on the concession of the Punjoni Mining Company should appeal to the shareholders as a very good piece of news. It is a well known fact that some of the richest tin lands known exist in the Malay States, where the property of the Punjoni Mining Company is situated, and its discovery there will not come as a very great surprise to any who were acquainted with the district.

At the present time tin is a very much more profitable investment than gold. Gold is only found in small quantities, and the lodes are very erratic, sometimes running many ounces to the ton and within a few feet pitting out to as many grains. Tin, too, is steadily rising in price and as the visible supply is limited, there does not appear to be any near prospect of its falling in value for some considerable time to come.

A perusal of the extract from Mr. HUGHES' letter which we published last night leads one to the conclusion that it is stream tin which has been discovered. Mr. HUGHES mentions that it was obtained by washing and this must, we believe, mean that it can only be stream tin. If this turns out to be so and further investigation shows that the tin is there in any quantity, then we feel assured that the Punjoni Mining Company will have "struck it rich." Stream tin is easily worked and does not require a very expensive plant. For our own part we should advise the Company to start work on the tin without delay, for in it, we believe, lies a fortune.

REUTER'S TELEGRAMS.

THE THREATENED STRIKE OF COAL MINERS.

LONDON, May 2nd.

It is estimated that 750,000 miners will go out on strike if the decision of the Miners' Federation is executed.

ARMY REFORM.

Mr. Brodrick, speaking at Guildford, expressed his determination to execute a scheme for the reorganization of the Army without delay. He declared his willingness to face any unpopularity, but he would act with Lord Roberts at his back.

LATER.

OTTOMAN MISSION TO CHINA.

The Ottoman Mission to China has left Constantinople. It consists of Military Mussulman clergy, charged to enter into relations with Mussulmans in China. Russia

is opposed throughout to the mission. Germany is in favour of it.

THE COAL TAX.

Sir William Harcourt has denounced the proposed Coal tax as slipshod, slapdash, reactionary finance. He points out the effects upon trade in the darkest colours. The opposition will resist every stage.

WEATHER REPORT.

The Observatory report says:—

On the 4th at 12.10 p.m. the barometer has fallen slightly in S. China and the Philippines. The depression in the North has probably approached W. Japan. Gradients continue slight with light variable winds in S. China and the N. part of the China Sea. Forecast:—

Varying winds, light; rainy.

LOCAL AND GENERAL.

A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

THE P. & O. steamer *Japan* arrived yesterday, and lies in the warship anchorage, unloading explosives.

MANY towns in the east besides Hongkong are feeling the commercial competition of Manila. This will in due season be the great port in the east. So, at least, says the *New American*.

"AN Ideal Husband" will be staged at the Theatre to-night. We would remind our readers that the Brough Company will only play here four more nights, to-night inclusive.

THE Lady Superior of the Italian Convent begs to acknowledge the following sums received for the extension of the Convent:—

Mrs. O'Sullivan \$50

An old pupil 10

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

A WASHINGTON dispatch states that Surgeon-General Van Rye has prepared a statement showing that the casualties of the American navy in China are greater than in the war with Spain.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THERE is no official confirmation of Reuter's report of Indian cavalry being likely to be sent home to form a bodyguard for the King, says the *Bombay Gazette*, but it is understood that Lord Roberts has long been in favour of some such arrangement, which would probably work excellently if the contingent were relieved annually from India.

THE Insurgent General Cailles has, it is stated, declared himself president of the Filipino Republic, as successor to Aguinaldo. The *New American* says he is a notorious outlaw and murderer, having put to death eight American prisoners. It is said that he has issued a proclamation declaring that he will fight to the end, and will neither give nor take quarter.

LAST month the steamer *Dialohak* laid down from Amoy the first section of a French Government cable to connect with their possessions in Indo China. The steamer *Francis Arago*, which arrived on the 26th ult. at Singapore, from Havre, has on board the second section, and the remaining section is on board the *Ville d'Alger*, now en route to Singapore.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 to 9.30 p.m.

PROGRAMME.

Song, "The Ave Maria" Lie.

Selection, "The Gipsy" Jones.

Serenade, "Quand on Chante" Jones.

Waltz, "Annie" Ewald.

Cornet Solo, "A Night in Switzerland" Hume.

Selection, "Don Pasquale" Donizetti.

"God save the King."

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

J. D. Hutchings & Co. \$50

Chas. On Marine Insurance Co., Ltd. 20

Leopold Spatz & Co. 10

Tsai S. Nai 10

W. J. Urchett 5

A Patient 5

A CONTEMPORARY says:—With reference to the coinage of King Edward, which has been the subject of so much conjecture, one thing may be safely predicted. On the new coinage the head of the King will be turned towards the right side of the coin, whereas the head of Queen Victoria was turned towards the left of the coin. It is not generally known that the head of the new Sovereign on a new coinage is always turned in the opposite direction to that of his predecessor.

A WASHINGTON cable states that a scandal is at present agitating the War Department. The Driggs-Seabury Ammunition Company, which has a big contract for Government shells, was given the use of the Frankford Arsenal, Philadelphia, to facilitate the work. It has now been learned that the company used the arsenal to make thirty-two six-pounders and several heavy guns, and four thousand shells for the Colombian Government.

These were shipped on the old Gould yacht, the *Atlantis*, now a Colombian man-of-war. The payments of this Government to the Driggs-Seabury Company have been stopped.

The Ceylon Government have forwarded to the Government of Burma a cheque for Rs. 500 to be distributed amongst the parties responsible for the arrest of the two Boer prisoners-of-war who were sent back to their camp in Ceylon under a military escort not very long ago.

AN ingenious post office stamp fraud was lately detected at Samarang. A messenger had made it a practice to take off the stamps from parcels, and to replace them by used stamps which he had smeared with ink to render the defacing marks invisible. One of the officials who had gone to attend to some parcels suddenly came back, and found the messenger fingering the addresses on certain parcels. Suspicion arose. On investigation the fraud was discovered, and the messenger was handed over to the police.

A MADRID correspondent of the *Birmingham Post* writes that the King of Spain will probably make a tour of the capitals of Europe during the summer, ending with a visit of some duration to London. This young monarch is soon to assume the reins of Government, and before he does so it is thought by those in charge of his education that he should see something of the world. He will travel in semi-state, and will not, so far as is at present known, be the guest of King Edward while in England. The visit, indeed, will be somewhat parallel to that of Queen Wilhelmina, who, during the Regency in Holland, stayed in London for some time, occupying a suite of apartments in an hotel. Alfonso XIII. will be 15 on the 17th of May next.

THE good ship *Perla* and its popular master, Captain Almond, is in port again, after being away from Manila for five weeks, says the *New American* of the 27th ult. The *Perla* became disabled, and had to go into dry dock for repairs after her last trip. She has undergone a thorough overhauling, had a new furnace put in, and she is now in finer trim than ever. Captain Almond took his vessel on a trip to Amoy before coming to Manila. He left Amoy, on Tuesday, and enjoyed the best of weather on the trip, making it in 60 hours, a distance of 680 miles. At times the *Perla* averaged as high as 12½ knots per hour. She brings 27 cabin passengers, 294 steerage passengers, and two sacks of mail. When the *Perla* was disabled on starting out from Hongkong on her last trip she was not towed back, but managed to make it with one boiler, making it in 69 hours. It is possible that she will be open for a race to Hongkong with the aspirants on the run in the near future.

The *Perla* arrived in Hongkong from Manila yesterday.

"AGUINALDO May Testify" says the *Manila Times* of the 27th ult. There is a possibility of Aguinaldo's being called as a witness in the Taytay case now being tried before a military commission in the headquarters of the department of Northern Luzon. Mr. Gibbs, the lawyer for the defence, wishes to elicit from Aguinaldo what the orders from the insurgent headquarters were regarding the killing of those who proved friendly to the Americans, and what measure of responsibility attaches to the men who carried out the orders of a superior officer, even to murder, into effect. Mr. Gibbs contends that as there was no malice or personal motive in the deed, that the accused are not legally guilty of murder. Aguinaldo has been approached on the subject of his appearance as a witness, and has expressed a dislike to the role, suggesting that some one of his secretaries, who he alleges knew as much about the orders as he, be called instead. It is found necessary to call Mr. Aguinaldo, the requisition will need to proceed through the regular military channels, and be approved by the Governor-General. In the Taytay case this morning a "legal wrangle" occurred during the re-opening of the session. Mr. Gibbs wished to recall a former witness in order to prove that in the Spanish days he had been imprisoned for robbery, and was now an escaped convict. The counsel for the prosecution objected to this witness being recalled. For over half an hour legal lights were quoted and requested, and ponderous stores of law made to tell diverse truths. After a short session of closed doors the commission passed upon the question at issue and the routine of the case was resumed.

HONGKONG SHARE MARKET.

HONGKONG, Friday, May 3rd.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

We are pleased to be able to record a continuance of the healthy tone which has characterized our market for the past month. A good all round business has been done during the week and some stocks—namely Hongkong and Shanghai Banks, Hongkong Fires and Hongkong and Whampoa Docks—have further risen in prices. In our last Circular, we made an error in stating that the Union Insurance Society of Canton, Limited, would pay an Interim Bonus of \$10 per share on the 1st inst. It should have been an Interim Bonus of 20 per cent. on contributions. Banks.—Hongkong and Shanghai Banks have been in steady demand and shares have changed hands at 92 and 93½ per cent. premium cash, closing with buyers at 93 per cent. premium; for the settlement transactions at 93 per cent. premium have also taken place. The London quotation has advanced to 62½. In Nationals nothing has transpired, but the stock rules very firm at 52½. Marine Insurances.—Unions have further improved and are wanted at 53½. China Traders have been bought at 57½ and 58 and are required for at the latter rate. Canteons after sales at 167½ can now be placed at 170. Fire Insurances.—Hongkong Fires have jumped to 360. China Fires have been done at 58 and 57½. Shipping.—Hongkong, Canton and Macao Steamboats have been fixed at 54½ and 55. Indo-Chinas have changed hands at 170 and close in strong request at 171. China and Manila old issue, have been sold at 56 and have further buyers at 56½; the new shares are in demand at 52½. Douglas Steamships have been negotiated at the advanced rates of 52½ and 53. Star Ferries have ruled steady with sales and buyers at 24½ for the old and 510 for the new shares. Refineries.—China Sugars are quiet and can be procured at 135. Luzons have been disposed of at 430 and are now offering at 58. Mining.—Punjoni have been purchased at 36 and have further enquiries. Charbonnages are in

the market at \$20. Rauba have been done at declining rates, down to \$36 and close with sellers at this price. Olivers are quoted at 57½ and 58 for the 'A' and 'B' shapes respectively. A telegram from the mines gives the result of April crushing as follows:—

"535 tons of quartz crushed for a yield of 283 ounces retorted gold; mill ran 21 days. The crosscut at 500 feet is in 70 feet." Celebuses have been fixed at 55½. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have experienced a further sharp rise and have been dealt in at various rates up to 53½. At the close, however, weak holders show a slight inclination to realise at the figure named. Kowloon Wharves have again been done at 102 and more are to be had at 101. Lands, Hotels and Building.—Hongkong Lands have been booked at 200. West Point is required for at 53. Kowloon Lands are on offer at 30. Hongkong Hotels have considerably improved and have been taken off the market at 124, 125 and 127, the market closing with enquiries at 128. Humphrey's Estate have been done at 13½ and China Providents at 15. Cotton Mills.—Ewos are in demand at 15. Cigar Companies.—All Stocks are firm and there is no alteration in rates to be noted. Miscellaneous.—Green Island Cements have been parted with at 58½ and 59. A. S. Watsons are required for at 17. Electrics (old) have been sold at 12½; the new shares are neglected and can be had at quotation. Joes have been done at 170 and have more buyers at 172½. Tramways are wanted at 52½.

WANCHAI RECLAMATION SCHEME.

FURTHER CORRESPONDENCE.

The following correspondence has been sent to us by Mr. Chater for publication:—

MR. CHATER TO THE ACTING COLONIAL SECRETARY.

Hongkong, 20th April, 1901.

SIR,—I. Referring to previous correspondence on the subject of the proposals for the reclamation of the foreshore at Wanchai, I have now the honour to hand you for submission to His Excellency the Governor a report of the proceedings at a meeting of the Marine Lot Holders in the Wanchai District, held to consider the question. I also transmit copies of Resolutions passed at that meeting, which was held in the City Hall on Wednesday last, the 17th instant.

2. There were present at the meeting, or represented, all the Marine Lot Holders interested except two, and I have no reason to believe that any opposition need be expected from either of these. Of the absent one of them I am assured. At that meeting I fully explained to the persons present the details of the project and the course of the negotiations with the Government, and was prepared to answer any questions or consider any suggestions that might be put forward. There were, however, none. My address to the Meeting is fully and accurately reported, as are all the proceedings. The Resolutions were passed by a unanimous vote, and I was duly authorised to forward them to you.

3. I have now, therefore, to request that you will move His Excellency the Governor to transmit the whole of the plans, correspondence, and papers connected with the proposed Reclamation to the Right Honourable the Secretary of State for the Colonies as early a date as possible, with His Excellency's report and recommendations thereon.

I feel sure that after the very full and careful consideration given to this matter by Sir Henry Blaker, he will feel himself in a position to urge strongly on the Secretary of State the merits of the scheme and the advisability of proceeding with it without delay, and that, with the support afforded by His Excellency, there can be no doubt of the approval of the Home Government.

4. Before the correspondence is transmitted to the Secretary of State, may I, however, be permitted to call attention to one trifling inaccuracy in your letter to the effect of the 17th February last. In the 4th paragraph of that letter you say that His Excellency is of opinion that the premium to be paid the Government

WISE AND OTHERWISE.

"What will become of the late Queen's pet?" writes Louis Queen's Pet. Wain in *M. A. P.* She was a great lover of cats. When the Court moved it was accompanied by what might be called a caravan. The cats went to Balmoral, Osborne, Windsor, and Buckingham Palace as regularly as the Queen. There were Persian cats, Manx cats, Angora cats, Maltese cats, tabby cats, and none of the cats were allowed to travel in state. They were placed in wooden boxes with an open wire front, and had plenty of clean straw to lie on. One Persian cat, of which the Queen was especially fond, wears around its neck an elaborate collar, on which appears in silver letters, "I belong to the Queen."

A record of canine sagacity is claimed for New York. Mrs. Sagacity Cabus, a wealthy widow, was seized with an apoplectic fit and fell to the ground. Her pet fox-terrier immediately buried its teeth in her throat. Her doctor declares that the dog had previously witnessed the operation of blood letting as a remedy for his mistress's fits, and in the emergency himself undertook the operation.

The British North horse admiralty is particularly complimentary in speaking of the crew of H.M.S. *Waterwitch*, when that vessel arrived at Sandakan. That paper says, "She has a crew of 75, of 650 tons built, yacht, rig, auxiliary steam power (N.H.P. 450). I have heard of pretty weighty men in my time, but 650 ton men do seem a trifle big, and what sort of a blue-jacket may an auxiliary steam power one be? Perhaps the Editor of the *B.N.H.* will explain."

Discussing Aguinaldo's peace "Many a True Declaration," the *Philippine Word*, etc. *Argonot* says: "The leader of the late insurgent armies manfully acknowledges that he sees the error of his way, and that should he hold out longer against the sovereignty of the United States he would stand in the light of the best interests of his people, hence to their cry for peace he virtually says, 'They Will Be Done.' No doubt they will, but it seems hardly wise to parade Yankee cuteness before the final pacification is accomplished."

The "bull," far from being dead, seems to be a pretty lively animal, remarks a home paper. In the House of Commons recently Dr. Ambrose delivered a prosaic Irish debate by a typical Hibernian challenge. In the course of his remarks he referred to a speech of Mr. Markham's. "I see," Dr. Ambrose said, "that hon. gentleman is not in his place. I ask him now why he is not here." Mr. O'Donnell, a new Irish patriot, in the same debate, referred to land that was so poor that it would give a hare the heartburn to run over it. A newspaper commenting on the scenes in the House alleged that Mr. Balfour "turned hotly on Mr. Lawson Watson with an icy remark." But for a collection of ludicrous sentences committed me to a lady's translation of a foreign novel. I append the following: "Her hand was cold like that of a serpent." "The Countess was about to reply when a door opened and closed her mouth." "Ha, ha!" he exclaimed in Portuguese. "The Colonel paced backward and forward with his hands behind his back, reading the newspaper." "At this sight the negro's face grew deadly pale." "The man was dressed in a velvet jacket, and in trousers of the same colour."

G.H.A.R.

THE PLAQUE.

Number of cases reported (Chinese) 276 up till noon of the 3rd May, 1901.
Number of cases reported (Chinese) 13 up till noon of the 3rd May, 1901.
Number of cases reported (Chinese) 13 up till noon of the 3rd May, 1901.

Total number of cases reported to date 291
Number of deaths reported (Chinese) 206 up till noon of the 3rd May, 1901.
Number of deaths reported (Chinese) 12 up till noon of the 3rd May, 1901.

Total number of deaths recorded to date 272
SMALL-POX.
Number of cases reported (Chinese) 60 up till noon of the 3rd May, 1901.
Number of cases reported (Chinese) 12 up till noon of the 3rd May, 1901.

Total number of cases reported to date 80
Number of deaths reported (Chinese) 47 up till noon of the 3rd May, 1901.
Number of deaths reported (Chinese) 2 up till noon of the 3rd May, 1901.

Total number of deaths recorded to date 51
DESECTIONS FROM NETHERLANDS INDIA.

An increasing number of soldiers are deserting from the army in Java to proceed to China and the French colonies in the Far East. They generally leave the island at Tanjung Priok near Batavia. The military authorities at the latter port are not taking such sharp measures that desertion is no longer easy. The result is that many soldiers have been caught after quietly stowing themselves away in the French mail-boats. The army in Java is largely made up of foreigners, many of whom are French and Belgians, besides a considerable number of Germans. The Governments of France, Belgium, and Germany do not favour foreign enlistment and recruits are increasingly harder to get there at present. *Straits Times Cor.*

DEALINGS WITH SPIRITS.

Early last month, the spiritualist society at Batavia held its first meeting. Mr. Van de Wall, the chairman, explained the objects and aims of the organisation. He defined spiritualism as the science which teaches that life on earth is merely a probation, and that the soul, released by death from earthly ties, enters the spirit-world to go through further development. Spiritualists, he made out, seek only communication with those who had gone before them for advice, and help, and for power not to fear death and to fix their thoughts upon the regions of light. True spiritualism, said he, stands far above table-turning and suchlike trickery by so-called spirits.

TWISTING THE LIONS TAIL.

The following clipping from *The New American*, published at Manila, will, from its title, childlike and self-satisfactory complacency, amuse our readers:—
HONGKONG'S GREED AND JEALOUSY.
Hongkong has declared a quarantine against vessels plying between Manila and that point. They claim that Manila is plague ridden, and free communication between the two points would prove a menace to their city.

The latest reports from Hongkong, however, indicate that the Hongkong-ites are no strangers to plague. They have more cases weekly than have ever been reported in Manila. It is understood that the action was taken by the authorities there as a piece of spite work against Manila on account of its growing commercial importance in the East.

Since American occupation Hongkong has been slowly losing its grip, and Manila has doubled its commerce. The fact that a great many old steamship lines had headquarters there has kept the little town on the map, but they are now menaced with the possibility of the commercial world forgetting that Hongkong was in the East. Manila is their most dangerous rival, and the Hongkong city fathers apparently have no opportunity to give the Filipino capital a black eye.

But even this is not enough for our contemporary. The Editor thus relieves himself of his indignation in a leading article:—
NOW WILL HONGKONG SHUT UP AND BE GOOD?
The Manila health authorities are considering the advisability of declaring a quarantine against Hongkong on account of the awful ravages of plague in that city. It is believed generally that most of the worst forms of the pest originate in that city, and that if it were not for the freedom with which the Hongkongites are allowed to come into this city, almost direct from the infected districts, it would soon die out here. In Manila the plague is practically blotted out, and the report of the leading city of the Orient with that of the seaport of Hongkong shows that during the years of 1899 and 1900 there were only 271 cases and 192 deaths, with a population of 350,000, while Hongkong, with a population of about 200,000, recorded 1,436 cases and 1,428 deaths.

In their weekly reports at a season when plague is not rampant in Hongkong, and not later than last week, the Hongkong report showed 21 cases against 27 cases in Manila, almost the only instance in the history of plague in Manila that the report of this city exceeded that of Hongkong. This week the Hongkong report will double that of Manila.

In account of the three extra cases, the Hongkong people went into hysterics and declared a quarantine. The action has advertised the true condition of affairs, and shows up the means of the Hongkong, in its present unsanitary condition, is to the other cities in the Orient, and especially to Manila, with its clean streets and the future that is before it.

HINDRANCES TO TRADE IN EAST JAVA.

According to the correspondent of a Straits paper, Chinese traders in East Java complain of the many difficulties they meet with inland in the buying and transport of sugar. The other day, at Surabaya, a Chinese export firm which does much business with Singapore, Hongkong, and Shanghai bought large quantities of sugar from estates up-country. It sent up an agent to receive the sugar and take it to the port of shipment. Now, the law is very strict against allowing Chinese to travel inland in Java unless they are provided with passes. Hence, when the agent reached his destination, the local authorities raised difficulties, against allowing him to proceed to the port of shipment. It took telegrams to the firm, and to the bank which had sold the sugar, a protest with threat of a lawsuit, and lastly a complaint lodged with Government to mend matters. At last the agent was allowed to proceed to the port. This event and the fact that it is hard to get permission for a Chinaman to visit sugar estates, have resulted in a determination on the part of many Chinese sugar buyers in Java not to do business with estates far inland.

BRITISH TRADE COMPETITORS IN THE EAST.
With the opening of new ports in China and the development of the Philippines under the Government of the United States, the competition for trade may, says *Engineering*, become more severe in the East, but the possibilities of China are so large that it may be found that there is not only room for them all, but also that Hongkong may be able to hold its own under the new conditions. If its importance as a distributive centre decreases relatively to some of the other ports, it seems as if it would make up for that by the development of its manufactures. Hitherto, that development has been hindered by want of space, but that difficulty has now been overcome by the acquisition of new territory. The supply of labour is abundant, as the Chinese seem to use Hongkong as a means of making way for many of them consider a competency; and then return to their native district to end their days in peace and comfort. The flow of Chinese to and from the Colony is therefore continual. The Chinese show an increasing tendency to settle in the colony, because of the greater security of British rule as compared with China. While British goods hold their own, in the main, with those of foreign manufacture, in some cases they are being supplanted by goods of foreign or local manufacture. Very little British cement is now imported, the Hongkong manufacture being now chiefly used all over the East, with small quantities of Belgian make. The local rope company's article now entirely supplies the wants of the local market. Japan imports of coal supply practically all the local markets. Matches are now imported almost entirely from Japan. In the metal market the principal demand is for Belgian iron, owing to its cheapness; only small quantities of British are imported in comparison with Belgian. Up till two years ago wire nails were imported entirely from Germany; now the trade is almost entirely done from the United States. Miscellaneous articles, including hardware of all kinds, goods, cutlery, beer, cotton hosiery and woollen goods come almost entirely from Germany, although America is now starting the importation of such articles. There are no mines in the Colony. The principal manufactures are—Two large sugar refineries, the products of which are exported to almost every part of the world; a cement factory, with a branch for the manufacture of bricks and drain pipes. A large cotton mill has started some years ago, but so far has hardly realised expectations. There is a large paper factory. The paper made is for Chinese use, and is largely exported to China. There are five soap factories.

Salt is manufactured at four places in the New Territory, the yearly output being about 4,400 tons, worth some 16,000 dollars. The next most important agriculture is that of sugar. There are eight engineering and shipbuilding firms, which between them constructed vessels of various descriptions (principally steam vessels), of an aggregate tonnage of 5,505 tons, in the past year.

SERVANTS WAGES AT TIENTSIN.

Under "Editorial Notes" the *P. & T. Times* gives some interesting particulars on the above subject, as follows:—

In the military orders of the day there are frequently most interesting and we might almost say entertaining references to social matters. In these of April 16th, we note a praiseworthy attempt to cope with the perennial "servant" question as follows. At the request of the Tientsin Provisional Government it is notified for information that the scale of wages given below is suitable for the various classes of Chinese servants usually employed by officers. The Provisional Government asks that officers will endeavour if possible not to exceed these rates, as, if higher wages are given, the tendency, of Chinese to demand more than normal rates is encouraged, and it becomes very difficult to procure servants on reasonable and suitable terms:—

Boys speaking some European language \$10 to \$12.
Chinese \$8 to \$10.
Chinese only \$6 to \$8.
Chinese only \$4 to \$6.
Chinese only \$2 to \$4.

Labourers paid by the day, without food, 35 cents (if paid in fractional currency), or one dollar for five days if paid in dollars.
There is an old saw about the whole virtue of a rule being in the application of it, and we fear we may say the same in this case. The above seems to us consummate good sense, but how about the application of it? Symptomatic laws all down the course of history have ever been the most difficult to enforce, and China is no exception in the rule; the difficulty is here enhanced by the facility with which the natives combine against an and our superintendence in using the same weapon against them. The good-natured man is usually the common enemy in these matters rather than put himself to the disagreeable necessity of fighting those of his own household, he gives in to the demand for the extra couple of dollars, and immediately by so doing creates discontent in the servants next door. Still we welcome the attempt of the Provisional Government; it at least gives us a text to quote. We fancy it would have more effect in this direction if it could be put into Chinese and get the imprimatur of a stamp or seal of formidable appearance. While on this subject may we ask why our friends in the City forget the *dhobie wallahs*? He is the chiefest apostle of the ancient cult of "squeeze" on the Chinese littoral at the moment.

TIN IN THE MOLOCCAS.

The island of Flores, in the Moluccas, is largely inhabited by wild tribes, and is mostly unexplored. Very little is known of what happens in the interior, and hitherto the Government, owing to the prevailing insecurity, has not allowed Europeans to mine or trade there. The island is now found to be rich in tin, and the Government has withdrawn the prohibition. Europeans can now have business dealings with the savage inhabitants. But experience has shown that with such people, traders are better pioneers of civilisation than miners who, from the nature of their calling, run greater risks of falling out with the natives.

THE SLAVES OF CHINA.

A contemporary says:—There are at a low estimate 10,000,000 human beings who are in servitude in the Celestial Kingdom. China has 80,000,000 families, and this makes one slave to every eight families. The average is greater in South China, where nearly every one owns slaves. There is scarcely a Chinese family of means in Nankin, Canton, Macao, or Amoy but possesses one or more slave girls. Slave boys are less common but the girls are found in every street and in almost every home.

Girls fetch from £2 to £20 and upwards in South China. They are sold at any age from three to fifteen, and most commonly at seven or eight. The prettiest girls are the most desirable as in case of marriage or sale they will bring more to the family which buys them. It is cheaper to buy a girl than to hire one, for if you take a girl of eight you can have her services until she is fifteen, getting eight years of work for nothing but her board and clothes, and then sell her for perhaps ten times your original price.

Theoretically there are no slaves in Hongkong as it is British territory, but in reality the city is full of them. They are the maid servants and nurses of the Chinese. Every small footed lady needs slaves to help her about, and in the houses of the rich, where there are many daughters, it is not uncommon to find from twenty to thirty slaves in a single family.

WHERE THE BEAUTIES COME FROM.
Female slaves are often presents from one man to another, and not infrequently they form a part of the bridal outfit. They are commonly bought as secondary wives and often as teachers.

There are localities in China where the girls are noted for their beauty. The cities of Yang-chau and Su-chau are as famous for rearing handsome young girls as is Georgia in the Caucasus, from whence rich Turks so often obtain their wives. There are persons in these cities who make a business of raising slave girls.

They search the country about for promising young girls and put them through a regular course of training. They have farms where the slaves are taught to sing, play upon musical instruments and to acquire the other accomplishments which, added to beauty, will cause them to sell for high prices to the rich mandarins. These girls are chiefly the daughters of poor people or the daughters of slaves.

It is common for a man to purchase his wife. Indeed, there are more wives acquired in this way than in any other. Every man in China has a right to as many wives as he can maintain, and a secondary wife is cheaper than a hired servant. The first wife is the legal one, but the others have their rights, although they are practically slaves.

SLAVE-BROKERS FLOURISH.
The man who is addicted to the opium habit will sell his children and not infrequently his wife to supply his appetite. Wives are sometimes sold by gambling husbands, being put up on the turn of a card or the rake-out of the cash at fan-tan.

There are slave brokers in all the large Chinese cities. Their business increases at times of famine, and the starvation which lately prevailed in North China caused many parents to sell children. With some it was a question of allowing them to starve or selling them. The result is that girl babies are a drug in the market.
Think of buying a baby for a shilling! This is the price which one of the infant asylums of Shanghai is said to pay for them. This is a philanthropic institution, and the children are bought as a matter of charity and religion. They are reared surrounded by Christian influences, are taught all sorts of domestic duties, and when they arrive at the proper age are given respectable husbands.
The brokers, as a rule, do not buy babies. The cost of rearing them and the risk of death are too great. They prefer to have girls or boys of eight years and upward.

THE FLIGHT OF THE EMPRESS DOWAGER.

We are given a story in the *Century* of the "Flight of the Empress Dowager" from the information derived from one of her suite, by Miss Luella Miner. The recitation is indeed interesting, says the *L. & T. Express*, and shows the plight of the fugitives, when they left on Aug. 15 last, from Peking, when the Allies were actually within the Tartar city. They left in carts, the Empress Dowager riding in that of Duke Lan, having removed the red side awnings. Emperor, Empress, and their attendants were in other carts. None of the concubines could accompany them, but about thirty princes and nobles did so, including Princes Tuan and Chuang, Duke Lan and Kang I. The first night's halt was at Kuan Shih, near the foot of the Hankow Pass, the second at Chiao-tow, just beyond the inner Great Wall.

On Aug. 17 they arrived at Huai Lai. When they left the capital in haste and confusion, they were simply clad in summer raiment. After going through the Pass, the weather became suddenly cold, so they stayed in the Pao-true Temple of Huai Lai for two days to make their winter clothing. The district magistrate, Wu Yung, spent 75,000 for their entertainment and travelling expenses, thus greatly delighting the Empress Dowager, and he was rewarded by promotion to the rank of tao-tai, and given a button of the third rank. Moreover, he was appointed to go before and prepare the way for the Imperial party. General Ma, because of his merit in escorting them, was given the title "Junior Guardian of the Imperial Apparatus." The entire way along which they passed had been ravaged by fleeing Chinese soldiers, so that nothing could be obtained. Therefore an officer was commanded to go in advance with his troops and drive out the disorderly soldiers. From Hsuan Tu, they went to the Ta-tung (near the north eastern boundary of Shanxi) where they stayed for two days. In going from there to Tai-yuan they passed through Tien Chen. This place had already been looted by rebels, so that shops and markets were all empty. Just as the district magistrate was in great confusion and dismay, having nothing to lay hand to, it was announced that the whole Chai had suddenly arrived. Crazy with grief and fear, he drank poison and died. So when the Imperial party arrived, they found only an empty city, and that night supped on a few drops of soup. They then sent the Imperial butler, a eunuch, back to Peking to purchase provisions and other necessities.

ELECTRIC LIGHT AND HISTORY.

"How London gets her Electric Light" is told in the *April Windsor*. A curious fact is that the way the electric light supplied is able to chronicle great events of the times and more especially the phases of the weather. Careful record is kept at the head office of the Electric Supply as to the amount of electricity consumed daily and hourly at the three stations, and the information to be gathered from an inspection of the curves, which represent the current supplied, is often curious and interesting. The daily life of the great city can here be traced with wonderful minuteness. The four Bank Holidays are very plainly indicated, as also the very busy period just before Christmas, when the electric light companies experience their greatest strain. The sitting of Parliament, and the beginning and ending of the London season, are instantly identified. In the Eccleston place record four lofty mountains in the curve represent the four annual State entertainments at Buckingham Palace. Lighting for the Queen was a great responsibility. On these occasions a special dynamo was set apart for her requirements alone, with the other machines ready at a moment's notice to take on the work if need be. Even a thunderstorm is not without its significance. A certain very severe one, accompanied by vivid lightning, broke over London in the middle of the night two or three years ago, and as a result it was calculated that in the Westminster district alone some 5,000 people sat up in bed and switched on the electric light!—*Morning Leader*.

NOTANDA.

CALENDAR.
MAY.
Meteorological means based on ten years' observations to 1899.
Barometer 29.86
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TO-DAY.
WEATHER REPORT.
On date at 4 p.m. On date at 4 p.m.
Barometer 29.90 29.81
Temperature 75 84
Humidity 90 90
Rainfall 0.28 7

TO-DAY.
Saturday, 4th May, 1901.
Chinese—16th of 3rd moon of 27th year of Kwang-su.

Sun—Rises 5hr. 27min.
Sets 5hr. 30min.
Moon—Full moon 3hr. 56min. a.m.
High water—Morning 5hr. 30min.
Afternoon 10hr. 30min.
Low water—Morning 2hr. 30min.
Afternoon 3hr. 47min.

ANNIVERSARIES.
1839—The imprisonment of the foreign community at Canton ended.
1869—The s.s. *Cunfa* plundered by pirates near Hongkong.
1874—Riot in the French Concession at Shanghai.
1884—Roman Catholic Cathedral at Peking inaugurated.
1891—The Sunday Cargo-Working Ordinance passed.
1897—Charity Bazaar disaster at Paris; over 140 lives lost.
1898—Spanish Atlantic fleet assembling at Cadix.
1899—Extension of Shanghai settlement finally settled satisfactorily.

TO-MORROW.
Sunday, 5th May, 1901.
Chinese—17th of 3rd moon of 27th year of Kwang-su.

Sun—Rises 5hr. 27min.
Sets 5hr. 30min.
Moon—Full moon 3hr. 56min. a.m.
High water—Morning 5hr. 30min.
Afternoon 10hr. 30min.
Low water—Morning 2hr. 30min.
Afternoon 3hr. 47min.

1897—Anglo-American Arbitration Treaty finally rejected by the U.S. Senate.
1898—Sister Gertrude died of plague at Civil Hospital.
1899—C Co.'s Machine Gun Co., H.K.V.C. founded.

AGENDA.

TO-DAY.
8.30 for 9 p.m.—An Emergency Meeting of the Victoria Preceptory at the Freemason's Hall.
9 p.m.—The Brough Company at the Theatre Royal.

TO-MORROW.
Daylight—D. & Co.'s steamer *Haitan* leaves for Coast Ports.
Daylight—O. S. K. steamer *Maiduru Maru* leaves for Coast Ports.
Cargo ex *Tientsin* subject to rent.

CHURCH SERVICES.
St. John's Cathedral—Communion, 7 a.m., 11 a.m., 5 p.m., 8 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point—Morning Service, 10 a.m.
St. Francis' Church, Wanchai—Mass (Chin.) 6 a.m. (Port.), 8.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
Union Church—Services, 11 a.m. and 6 p.m.
St. Peter's Church, West Point—11 a.m. and 6.30 p.m.

MONDAY, 6th.
4 p.m.—Glen steamer *Glenarry* leaves for Kobe and Yokohama.
5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.
Cargo ex *Catherine Apcar* subject to rent.

TUESDAY, 7th.
Noon—O. & O. Co.'s steamer *Gaile* leaves for Honolulu via Shanghai, etc.

WEDNESDAY, 8th.
6.30 p.m.—Regular Meeting, United Service Lodge No. 1541 E.C.
Cargo ex *Glenarry* subject to rent.
Cargo ex *Gaile* subject to rent.

THURSDAY, 9th.
5 p.m.—E. & A. Co.'s steamer *Guthrie* leaves for Australian Ports.
Cargo ex *Japan* subject to rent.

SATURDAY, 11th.
Noon—P. & O. steamer *Ballaarat* with Mails etc. leaves for Europe.

WEDNESDAY, 15th.
Daylight—O. S. K. steamer *Asahi Maru* leaves for Coast Ports.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
May 1st.

Captain S. Wilds, *Taisang*, is on home leave.
Captain R. D. C. Bradley, *Kulsang*, is transferred to the *Taisang*.
Mr. H. A. Walker, 2nd Officer, *Tungchow*, has been promoted chief officer, *Kalgan*.
Mr. E. E. Tuebin, chief officer, *Kalgan*, is on leave.
Mr. J. H. McCann, 3rd engineer, *Kiuhang*, has been transferred to the *Kalgan*.
Mr. D. Peebles, 3rd engineer, *Wenchow*, is transferred to the *Kiuhang*.
Mr. F. H. Smith, chief officer, *Fuping*, has been appointed master, same steamer.
Mr. G. Ellis, chief officer, *Peking*, has been transferred to the *Fuping*.
Mr. R. Boucher, 3rd engineer, *Kwangsang*, is acting 2nd engineer, same steamer.
Mr. E. Kirk, has been appointed acting 3rd engineer, *Kwangsang*.
Mr. H. G. N. Walker, 2nd officer, *Wingsang*, is acting chief officer.
Captain W. McClell, acting master, *Kwangsang*, has been transferred to the *Pechili*.
Mr. Thos. Arthur, chief officer, *Wingsang*, is acting master, *Kwangsang*.
Mr. D. Graham, 2nd engineer, *Kwangsang*, is on leave.
Mr. S. K. Gordon, 3rd officer, *Wingsang*, is acting 2nd officer, same steamer.
May 3rd.
Mr. Dixon, chief officer of the s.s. *Hankow*, has taken command of the s.s. *Saimun*, on the Canton Wuchow run.
Captain Lossius of the s.s. *Nanning*, takes command of the *Fatsan*, on the Hongkong-Canton run.
Captain Dick, of the s.s. *Fatsan*, goes home.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Canadian (*Empress of Japan*) 6th instant.
French (*Laos*) 6th instant.
American (*Hongkong Maru*) 8th instant.
Tacoma (*Victoria*) 9th instant.
German (*Hamburg*) 14th instant.
American (*China*) 15th instant.
American (*Doric*) 23rd instant.
The Silk ex Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at New York on the 1st inst.

The Imperial German Mail steamer *Hamburg*, carrying the German Mails with dates from Berlin of the 15th April left Colombo on Sunday, the 5th inst., p.m., and may be expected here on or about Tuesday, the 14th inst.

PASSED THE CANAL.
Outward—16th April—*Machon*, *Achilles*, *India*, *Adriatic*, *Danubius*, *Eastward*, *Phila*, *Alger*, 19th April—*Bengia*, *Banca*, *Nurnberg*, 23rd April—*Aunam*, *Hamburg*, *Benmore*, 26th April—*Wakasa Maru*, *Coudon*, 30th April—*Prometheus*, *Strassburg*, *Auchmariden*, *Dragoman*, *Heathorn*.
Homeward—9th April—26th April—*Stutgart*.

Arrivals at Home—1st May—*Adriatic*, *Bingo Maru*, *Patroclus*.

Shipping.

TAISHAN, British steamer, 1,121, E. Stovel, 3rd May—Saigon 29th April, Rice.
EMMA LUYKEN, German steamer, 1,776, Schall, 4th May—Saigon 30th April, General.
WUHU, British steamer, 1,300, Robt, 4th May—Yongsoo, 29th April, General.
GERMANIA, German steamer, 1,713, A. Bendixen, 4th May—Saigon 20th April, Rice.
HAILONG, British steamer, 783, H. Bathurst, 4th May—Haiphong via Pakhoi and Hoihow 1st May, General—Douglas, Laprak & Co.
CMBRIA, Danish steamer, 1,855, C. F. Hansen, 4th May—Moj 27th April, Coal—Melchers & Co.

Cleanances at the Harbour Office.
Aristea, Austrian str., for Canton.
Pakhoi, British str., for Canton.
Clara, German str., for Hoihow.
Irene, Chinese str., for Canton.
Lindula, British transport, for Amoy.
Wingsang, British str., for Swatow.
Haiduru Maru, Japanese str., for Swatow.
Haiman, British str., for Canton.
Haitan, British str., for Swatow.
Glenish, British str., for Kobe.
Fausang, British str., for Singapore.

Departures.
May 4, *Hong Bei*, British str., for Swatow.
May 4, *Aurora*, British cruiser, for Foochow.
May 4, *Dardanus*, British str., for Shanghai.
May 4, *Fausang*, British str., for Singapore.
May 4, *Wuhu*, British str., for Canton.
May 4, *Irene*, Chinese str., for Canton.

Passengers—Arrived.
Per *Taisang*, from Saigon—Mr. W. Hilvet.
Per *Wuhu*, from Yangtze Ports—6 Chinese.
Per *Emma Luyken*, from Saigon—88 Chinese.
Per *Hailong*, from Haiphong, &c.—Mr. Nielsen, and Mrs. Ebert.

SHIPPING REPORTS.

Captain E. Stovel, of the steamship *Taisang*, from Saigon, reports:—Light S. winds, and fine clear weather throughout.

Captain Rolf, of the steamship *Wuhu*, from Yangtze Ports, reports:—Variable weather and S.W. winds, with more or less rain.

STEAMERS EXPECTED.

Names.	From.	Due.
Diagno	Singapore	To-morrow
Empress of Japan	Shanghai	May 6th
Laos	Shanghai	May 6th
Wittenberg	Singapore	May 7th
Hongkong Maru	Singapore	May 7th
Bergensen	Moj	May 8th
Carlisle City	Moj	May 8th
Hitachi Maru	Singapore	May 8th
Victoria	Japan	May 9th
Tacoma	Japan	May 9th
Hamburg	Colombo	May 14th
China	San Francisco	May 15th
Milke Maru	Bombay	May 17th
Doric	San Francisco	May 23rd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Afridi	New York	May 24th
Acacia Maru	Swatow, &c.	May 15th
Ambria	Japan	May 15th
America Maru	San Francisco, &c.	

Intimations.

NOTICE.

TO AMATEUR PHOTOGRAPHERS.
MEE CHEUNG begs to notify his many Customers that in order to meet the demands of AMATEUR PHOTOGRAPHERS he has opened a New Department on 2nd April, 1901, which will be devoted exclusively to their interests. Two skilled operators in constant attendance.
Developing and Printing in all Branches executed with care and promptness.
Enlarging from small negatives a speciality.
Hand Cameras refilled.
All kinds of repairs to apparatus undertaken.
Prices very Moderate.
OFFICE in Corridor of HONGKONG HOTEL where there are 2 Dark Rooms always at the disposal of Patrons Free of Cost.
Hongkong, 6th April, 1901.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION "RED HAND"
BRAND, HARTMANN'S GREY PAINT,
DAILERS' PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896

MITSUBI BUSSAN KAISHA.
No. 5, Tei House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agents:—
Milk Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Kishimura Coal Mines.
Kishimura Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manouma Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanagafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Opoda Cement Company.
MITSUBI BUSSAN KAISHA
M. FUJISE
Manager.
Hankow, 14th December, 1899.

JUST OPENED.

A FINE Consignment of FRENCH PRE-
SERVES of a well known make.
Quality will speak for itself.
J. RUTTONJEE,
1, D'Aguilar Street and
22 & 23, Elgin Road, Kowloon.
Hongkong, 16th April, 1901.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the
above Ports, TO-MORROW, the 5th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 4th May, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sobajima, will be despatched for the
above Ports, TO-MORROW, the 5th instant,
at Daylight.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 4th May, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO.
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.
Carlisle City, about May 12
Belgian King, about June 10

THE Steamship

"CARLISLE CITY,"
will be despatched for SAN DIEGO and SAN
FRANCISCO, VIA MOJI, KOBE, YOKO-
HAMA and HONOLULU, on or about the
14th May.
Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same as required.
Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further Information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"CHIHLI"	5th instant.
ILOILO and CEBU	"KAIFONG"	6th instant.
SHANGHAI	"WHAMPOA"	7th instant.
MANILA	"SUNGKIANG"	9th instant.
KOBE and YOKOHAMA	"CHANGSHA"	10th instant.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light—A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd May, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MACHAON"	9th May.
	"ACHILLES"	14th May.
	"PROMETHEUS"	18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ANTHONY"	14th May.
	"ALOEAS"	18th May.
LIVERPOOL (DIRECT)	"PYRRHUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	18th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 4th May, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
WITTENBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 29th April, 1901.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG:

"FERNDENE"	8th May.
"AFRIDI"	24th May.
"HILGLEN"	14th June.
"LOWTHER CASTLE"	30th June.

Calling at MANILA and CEBU.
For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 2nd May, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain McArthur, will be despatched as above
on THURSDAY, the 9th May, at 5 P.M.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly-qualified Surgeon
are carried.
A.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVIGA-
TION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched as above
on WEDNESDAY, the 1st instant, at Daylight.
For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 1st May, 1901.

Hongkong, 1st May, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

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THE MITSUBI BUSSAN KAISHA,
Agents.
Hongkong, 1st May, 1901.

Hongkong, 1st May, 1901.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.)
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"
will be despatched for PORTLAND (OR.)
on WEDNESDAY, the 15th instant.
Through Bills of Lading issued to Pacific
Coast Ports and all Eastern Canadian and
United States Ports.
For through Rates of Freight and further
Information communicate with or apply to
ALLAN CAMERON,
General Agent,
on or to

BUTTERFIELD & SWIRE.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Hongkong, 4th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., & OCCIDENTAL & ORIENTAL S.S. CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:
Via
The Overland Railways, and Atlantic and other Connecting Steamers.
Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

GALIC	TUESDAY, 7th May, at Noon.
CHINA	SATURDAY, 25th May, at Noon.
DORIC	SATURDAY, 1st June, at Noon.
	TUESDAY, 18th June, at Noon.
COPTIC	THURSDAY, 27th June, at Noon.
CITY OF PERKING	SATURDAY, 13th July, at Noon.

THE Company's Steamship "GALIC," will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU,
on TUESDAY, the 7th instant, at Noon, taking Freight for Japan, the United States, and
Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may
be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAY; also the CAN-
ADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and
Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does
not apply to through fares for China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by
the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

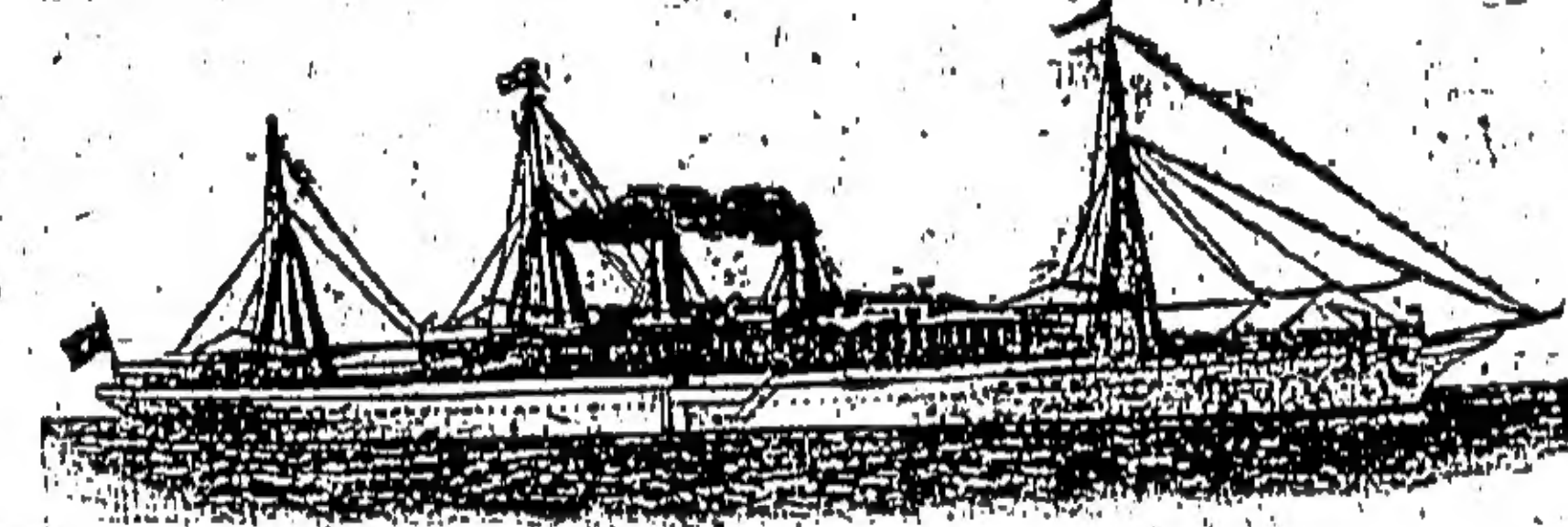
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to Points, beyond San Francisco, in the United States, should be sent to the
Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 26th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled. Apply to
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
J. E. KROWN, General Agent,
Pender's Street.

Hongkong, 24th April, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at Daylight.
G. Anderson	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
KINSHU MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 17th May, at Daylight.
AWA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
M. Trent	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
MIKE MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at Noon.
M. Yagi	HAMA	FRIDAY, 24th May, at Noon.
WAKASAMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
J. B. MacMillan	SYDNEY and MELBOURNE, via MANILA	FRIDAY, 24th May, at 4 P.M.
N. Tate	TOWNSVILLE and BRISBANE	THURSDAY, 1st June, at 4 P.M.
HIROSHIMA MARU		
S. Yoshizawa		
KABUO MARU		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the
United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and
Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Mails.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Thursday, 16th May,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 11th June,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 4th July,
at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
THURSDAY, the 16th May, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
SOUTHERN PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hankow, 23rd April, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
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Tacoma 2,811 A. Dixon ... May 17

Victoria 3,502 J. Panten ... May 28

Duke of Fife 3,821 J. S. Cox June 7

THE attention of Passengers is directed to
the very cheap rates offered by this Line to
the PACIFIC COAST and to the INTERIOR
and EASTERN CITIES of the UNITED STATES
and to EUROPE.

HONGKONG TO LONDON £2.

Excellent accommodation. First-class Table.
DOCTOR and STEWARDRESS carried.

Passengers to EUROPE may proceed by one
of the first class ATLANTIC MAIL LINES.

STORIES ABOUT THE DUKE OF CORNWALL AND YORK.

THE PRINCE OF SAULS AND THE SAILOR PRINCE.

The Duke of Cornwall and York was very popular with those men who served under him, and more than one story illustrative of "Prince George's" kindness of heart and good sense is reverently told in naval circles. While in command of the gunboat *Thetis*, the Prince was asked if he would take on "a member of the crew a very capable seaman, whose one fault was the envy one of insubordination. After some hesitation the naval commander consented to give the man a trial. Sending for him, he informed him that from that day forward he would be given, as regarded his past career, a "clean sheet." The sailor played up in the fashion in which he had been treated, and he is now one of the smartest petty officers in His Majesty's Navy.

AN ABSURD STORY.

When the then Prince and Princess of Wales decided that their two sons should be trained on the *Britannia*, all sorts of stories were current concerning the Royal sailors; one tale which obtained considerable credence was to the effect that Prince George had allowed himself to be tattooed on the nose with an anchor emblem, and that his parents, especially his mother, were in despair about the matter, and had caused to be consulted all the leading medical men of the day as to how far the mark could be obliterated. It was further said that Sir William Gull, when asked, had pointed out that an anchor was not an inappropriate facial mark for one who might some day be the ruler of the greatest maritime Power!

THE DUCHESS'S CHIEF ACCOMPLISHMENTS.

Although Her Royal Highness is very fond of painting, her chief accomplishment is music. This important section of her education was conducted by the famous composer and pianist, Signor Tosti, and according to him there are few better amateur pianists in the kingdom; while the future Queen has also a very sweet, well-trained voice. This love of music has naturally endeared the Duchess to Queen Alexandra, who is an admirable musician, and when they are both at Sandringham the two Royal ladies often play *quatre mains*. It is said that little Prince Edward has also a very distinct gift for music.

PRINCE GEORGE AS A COAL HEAVY.

Admiral Sir Frederick Bedford is fond of telling a story concerning the days when the Duke of Cornwall and York served under him in Eastern waters. The ship was at Salonica or Smyrna when a Turkish Pasha came on board to pay his respects to Prince George. His Royal Highness was in command of a coaling party, and the Admiral says that he shall never forget the look of astonishment on the face of the Pasha when the Duke of Cornwall and York was pointed out to him engaged in a duty which had made him as black as a nigger!

THE DUKE AS A BOXER.

Probably few people are aware that the Duke of York is an adept with the gloves. He was taught boxing when a child by a member of the crew of the *Beaumont*, a warder well-known in the boxing world as Harry Feltham. Feltham taught both the Royal brothers, and since those far-off days he has often held forth to an admiring audience concerning the remarkable aptitude of the younger of the two princes. Prince George—as he then was—thoroughly enjoyed putting on the "mitts," and he never forgot his old friend. Indeed, the very last time the worthy Feltham and His Royal Highness met face to face, the Prince—as Feltham has since delighted to tell—turned round with a smile shook his "duke" (slang term for hand) at him in an affable manner.

A FUTURE KING'S HOBBIES.

The Duke of Cornwall and York has quite a British love of hobbies. He began collecting when on the *Britannia*, and he kept up his philatelic enthusiasm during the many years which followed, he probably now possesses one of the finest collections of colonial stamps in existence. As befits a Sailor Prince, his Royal Highness is fond of those outdoor sports which require patience and keen observation than those which are pursued on horse-back. He is exceedingly fond of salmon-fishing and pursues this hobby so sincerely that on one occasion he was snowed up in Scotland when indulging in it! He was one of the first Royal personages who acquired a bicycle, and when at Sandringham he sometimes cycles right round the estate often accompanied by a friend, a Victoria who has always been his special "charm" among his sisters. Since he became a Duke the Duke has taken a great and practical interest in all that concerns the welfare of little people, and he has gathered together quite a wonderful number of mechanical toys with which he himself amuses the cheerful inmates of the Royal nurseries.

THE UNIVERSITY BOAT-RACE.

WHY THE COLOURS WERE CHOSEN.

In the earliest days the various colleges had no distinguishing uniforms, says a writer in the *Pall Mall Gazette*, and the crews seem to have rowed at first as the early cricketers played cricket in the orthodox high top, Christ Church, in 1819, adopted, says Mr. Sherwood, a blue bonnet with checkered band, which seems, at any rate, a more sensible headgear than the other, and soon found favour with the rest of the colleges. By 1829, the year of the first inter-University race, uniforms had become general, and the variety of colours used by the different colleges caused some difficulty in the selection of a distinguishing shade for either University. Eventually, as is well known, Oxford hit on a modification of the Christ Church ribbon, while Cambridge chose plain, out of compliment to their captain's college of St. John's. In the same way it is probable that light blue was selected for the 1836 race in compliment to T. S. Egan, who was a Caius man. The contrast between the two shades of blue is considerably sharper now than it was at first, the Oxford-Blue having grown darker and the Cambridge lighter. The letters O.U.B.C. and the crossed oars were added to the Oxford crest about 1840 in order to distinguish it from the First Trinity colours, that club having worn dark blue before its adoption by the University, and seeing no reason why it should change.

Some of the early uniforms seem comical enough to modern eyes. About the early forties the Brasenose crew wore a sort of lockey-captain with an exaggerated peak. Headgear was still very varied in those days. Some crews are depicted in contemporary prints, wearing Tam-o-Shanters, others straw hats; while the High hat is still retained by the *coxswain*, who is depicted in ordinary dress. In 1837, we learn, the *Bleeker* colours were black and red in zigzags, and the crew wore red braces, which were slipped off and carefully fastened behind their backs before a race. Several crews wore broad scarves, passing across the body from right shoulder to left hip, or left shoulder to right hip, according to the side on which the men rowed. Brasenose retained these ornaments for the Procession of Boats until that function was discontinued.

THE ADVENTURES OF A GLADSTONE BAG.

This is not my story; it belongs to my friend Sam, and if I could only write it as Sam tells it, the yarn would be funny and well worth printing. I call him Sam, but hardly need to add that Sam is not his name. Sam is an Irishman, who thoroughly believes that Britain does not govern his country as it should be governed, but nevertheless he has no hesitation in calling forth the whole power of the British Empire if he gets into trouble on the continent. It is with an incident of this nature that the present narrative deals.

Sam found himself in Lugano last summer on a tramping tour. He had his other suit of clothes and various belongings in a Gladstone bag, and this bag he posted from place to place all through Italy, Switzerland, and the Tyrol. At Lugano he sent it by post to a large city where German is spoken, but which I must not mention by name, as what happened there might be taken as a reflection on our Consular service, although it is in reality nothing of the kind. Sam, on arriving at this nameless city, entered the Post Office, placed his receipt on the counter and demanded his Gladstone bag. The official in charge seemed inclined at first to give up the property. He searched for it and apparently found it just underneath the counter. He said to the Irishman, where is your passport?

"Passport?" said Sam. "Nobody needs a passport when travelling in a civilised country. I have no passport, and never was asked for one before."

The German shook his head.

"Your passport, your passport," he repeated.

"Ich nick haben," cried Sam. "I tell you I haven't got one; I never had a passport in my life. I want my bag."

But the official persisted in his refusal, and intimated that the bag would not be given up unless a passport was produced. "What a pleasant state of things," said Sam. "I have posted this blessed bag all over Europe, and never before have I been asked for a passport. Won't the receipt satisfy you?"

"You will have to come with a passport, or with someone who will identify you," insisted the German.

At least that was the gist of the harangue, so far as Sam could make it out, and the upshot of it all was that the German stolidly refused to give up the bag, and Sam on looking at his watch, saw that if he spent much more time there, the office of the British Embassy in the place would be closed, and he could not call upon it to come to his rescue that day.

He left the Post Office, jumped into a cab, and was driven up to speed to the British Embassy. He was just in time. Everybody had left the place but a clerk or two, and one ponderous man who was vice-consul, or secretary or interpreter, or something of that sort. To him Sam unfolded his trouble, and the official listened with a lack of sympathy that was annoying. When the recital was finished the secretary shrugged his shoulders, spread out his hands, and said with a decided German accent:

"I can do nothing; it is no affair of mine."

"You can do nothing? I beg your pardon, you can do everything; that's why you are here."

"What?" cried the German, drawing himself up with an air of great hauteur. "This is the Embassy of Great Britain, and it is not the business of the Embassy of Great Britain to search for the pig of Gladstone. We are here for affairs of State, not—"

"Nonsense!" cried Sam impetuously. "You are here to search for my Gladstone bag. That is the most pressing affair of State which Britain has on her hands at the present moment. I insist on the production of my bag, for which I hold the receipt, and on which I have paid the postage."

"Oh, very well," cried the official turning away. "Go to them and get your bag of Gladstone; nothing to me."

"But it is everything to me," said Sam. "I haven't had a change for a week. All I possess is in that bag. As you are about to leave the Embassy now, come with me to the Post Office and insist that the villains produce my property."

"You make great mistake of the duty of the British Embassy," said the official in anger. "It is not dignified that I go to the Post Office with you in which it is not my affair. Hire you some porter that will talk the language."

"Why should I hire a porter?" inquired Sam. "When I am paying taxes to support this Embassy? You will come with me to the Post Office; you will explain to the man there that I have no passport; that I never had a passport, and don't need a passport."

"But I do not know you!" exclaimed the exasperated official.

"Well," said Sam, "we're getting acquainted reasonably fast."

"The English are a stupid people who are constantly in trouble. It is nothing but trouble, trouble, trouble, from the foolish people from morning till night. Why are you so stupid?"

"I quite agree with you," said Sam, "in your estimate of the English character, but it does not apply to me! I am an Irishman. The British Government insist on ruling my country, therefore I insist that the British Government ought to be good for one Gladstone bag, and I propose that the British Empire, through its representative, accompany my rights to the Post Office to see that I get my rights, otherwise that the fleet should be ordered from Spithead, right across the country, to this city."

"You are talking stupid again! It is impossible for a fleet to come here. A fleet does not come after a Gladstone bag."

"Well, it hasn't done so up to date," admitted Sam, "but now is its opportunity, unless you can convince those Post Office people that I need a change of linen. Come along. Don't stand there talking; everybody is ready to go, and it's time to close up the office."

"I shall not close up the office until you have taken your leave. You should not travel without a passport. It is impossible for the British Embassy to assist you. It is your own fault entirely. It is stupid for you to think that the British Embassy searches for the luggage."

"Let us understand each other as well as we can, neither of us speaking with what would be considered a cockney accent. I am from Dublin. Have you got that through your head?"

"It matters not to me. Dublin, or London, Edinburgh, it is all the same."

"No, but they are not all the same; they are very distinctly different. Don't you understand that you are going to get into trouble by casting a slight on Dublin? I insist on the production of my Gladstone bag, and I desire you to go with me now to the Post Office and explain in the language which the post person uses that the British Embassy demands my Gladstone bag. You are to give them an ultimatum in German because I don't speak the language and can't give it myself; otherwise I should be most happy to do so. Therefore, come with me without losing more time."

"I refuse to go. I will not go. I have said I will not go."

"I am at your pleasure," replied Sam. "but I shall follow you to your hotel, or your residence, sit on the steps till you come out, and beseech you wherever you betake yourself. If you go to the theatre, I'll go. Having found the loss

representative of British power in this city, I am not such a fool as to let it go again until I have recovered my bag."

The Germanised British representative raised his hands above his head and cried again—

"You are so stupid!"

"Certainly," said Sam, "if you will have it so, I'll admit that for the sake of peace; nevertheless, you are coming with me to the Post Office."

The official gave orders that the Embassy was to be closed for the night, then taking his stick in his hand he resolutely set out to walk to his residence. Sam said nothing but he kept step by step with him. Every now and then the exasperated man turned upon him, accused him of stupidity, and ordered him to take himself off.

"I am going with you," said Sam. "You see I am not in a very attractive costume, for I've been tramping all over the mountains, and through different districts and places, so when your friends meet you they'll wonder who you can be. Therefore the best thing you can do is to come with me directly to the Post Office and try to convince the man there, who is quite as stupid as the English, that the bag belongs to me and not to the Government of this benighted country."

"I will call a policeman and have you sent to prison," cried the official, goaded beyond endurance.

"You can't do that," explained Sam suavely, "because, you see, I'm a British subject. You are here to protect my rights, not to infringe upon them. What would be said in the Foreign Office if a British official caused the arrest of a British subject merely because that subject was trying to get his rights from a tyrannical Government? It's absurd! The Ambassador himself wouldn't allow it. Surely you wouldn't have me go to the Ambassador and ask him to come to the Post Office and get my bag? Although if you refuse me much longer I'll do it, and I don't think he will thank you for sending me to him in this garb."

The official paused, looked Sam up and down, and saw how respectable his appearance was, then, with a sigh, he said:

"Very well, we will go to the Post Office."

"Now, you might have saved ever so much talk," commented Sam, "if you had done this in the first place."

So together they went to the Post Office.

"Here," cried Sam to the Post Office official. "I have brought the British Embassy. Now you turn over that bag without any delay, else there will be a diplomatic crisis between your Government and mine."

"You must not interfere," said the interpreter. "You must say nothing. Leave this entirely to me."

"I shall be very glad to do so," said Sam, seating himself upon a table standing near and swinging his feet backward and forward while the official from the Embassy talked to the Post Office with a wonderful flow of language. But the Post Office man insisted on the production of a passport while the Embassy official with equal strenuousness protested that a passport was not required by the Government; in Russia, yes, but not here.

"You've got him," cried Sam encouragingly. "Keep at him. I haven't enjoyed a discussion so much since the last general election in Ireland."

"You must not interfere," screamed the worried official, saving the air with hands. "You must keep quiet; leave it all to me; you are so stupid."

"You have said that several times before, replied Sam, "but never mind, go in and win; so long as you get that bag you may say anything."

Sitting there and thrusting his hands deep in his trousers' pockets Sam came upon a key. He pulled it out, looking at it with amazement. It was the key that should have been attached to his Gladstone bag, so that when it crossed the frontier the Customs officials could have opened it. In a moment he realised what the trouble was. The bag, quite evidently, was not in the Post Office at all, and this official merely insisted on a passport so that he might have time to search for it, thinking that the bag had been lost, and that possibly might be held to blame. Yet he was not going to admit either to the owner of the bag or the interpreter that the property was missing. Leaving them there talking with great vigour, Sam slipped out, called a porter, and said to him: "Lead me at once to the Customs Department of the Post Office."

The porter conducted him down a long passage-way, indicated a door, which Sam opened, and found himself in the presence of a polite official, who, on seeing the receipt, went at once to a shelf and brought down the Gladstone bag, saying he would bring the proper man to examine it. When he turned his back Sam inserted the key and deftly unlocked the bag, slipping the key in his pocket again. The Customs official came forward at last, and explained that this bag, being locked, should in reality have been stopped at the frontier, but they had sent it on to oblige the owner, and he cautioned Sam that such leniency was not to be expected in the future.

"But," cried Sam, "the bag isn't locked."

"Oh, yes it is," said the official, "we have tried it."

"Have you pushed down this spring?" Sam asked, pressing the knob with his thumb, whereupon the bag sprang apart. The official apologised profusely, ran his hand lightly among the contents of the bag, clasped it shut again, and passed it to the owner with much regret for the delay.

Sam departed, wondering all the time whether the British Embassy official had taken the opportunity of his absence to escape. On entering the Post Office, however, he found them still hard at it, and so he sat on the table once more, placed the bag beside him, and listened to the vocal hurricane. Each official by this time was thoroughly angry, and each was using the German language with a vehemence that was bewildering. Sam sat still, and they talked on and on. At last the man from the Embassy turned away, and approaching Sam, said—

"It is useless. I told you I had no right to interfere, but you insisted on it. You see now that I have done everything that I could. You will have to come to the Embassy to-morrow morning."

"What for?" asked Sam.

"You will have to see the Ambassador or his Secretary."

"What for?" repeated Sam.

"Well, you will have to prove who you are, or you will never get your bag."

"Oh, the bag!" said Sam. "Is that what you've been talking about? I've got the bag all right enough; here it is."

The official looked at it in speechless amazement.

"You are so stupid," continued Sam. "If you go about it in the right way a Gladstone bag is one of the easiest things in the world to get."

"And you have been sitting here all this time with the bag?" cried the outraged official. "Why have you not told me?"

"Because," said Sam, "you said I wasn't to interfere, and I thought I should have interfered, and told you there wasn't any need of more talk; as I had got the bag out of the Customs House, but you seemed to be enjoying your conversation, and I knew you hated anyone to break it upon it."

But the official was gone, slamming the door behind. The man in the Post Office looked intently at Sam, not knowing exactly what had happened. Then Sam winked at the Post Office man, took his long-sought-for bag, and went to his hotel.—*The Rangoon Times*.

"A BUSINESS DEAL."

"Now, it's no use making a fuss about it. I shall never consent—no, never—to one of my daughters marrying a penniless clerk. You can make a runaway match of it, if you like, but you needn't come to me afterwards to whimper and beg for contributions towards the weekly bills. No more snivelling about it, miss. I'm a man of my word, and that word is 'No!'"

Jacob Pottinger looked decidedly unpleasant as he thumped his desk to emphasise his remarks. He was partner in a prosperous grocery firm, which he originally entered as a book-keeper. Prosperity brought pride in her train, and Mr. Pottinger, when on Sunday afternoons he lay back in his chair on the verandah of Hawley Hall (for such was the name he chose for No. 15, Ditch-lane, Clapham), and puffed a four-penny cigar, felt that he would be unworthy of himself to permit his daughter to wed anyone not of the haute noblesse. He used to express these views to Mrs. Pottinger, who did not altogether share them. However, her husband did not trouble about her opinions. "Why?" he would say, "I feel somehow that there's Norman blood in my veins, and I do suffer from gout. I'm sure some of my ancestors came over with the Normans or were here when they came! It's nothing strange for an old family to come down a bit in the world."

When, therefore, his youngest daughter expressed her desire to become Harry Overend's wife, the father immediately disapproved the suit of one so lowly as a clerk. Hence the storm of bluster and tears, and Mr. Pottinger's ultimatum.

But you were only a clerk yourself when you married mamma. Miss Flossie's voice was tearful and raspy.

"Well, I suppose I was a blooming young fellow," said Mr. Pottinger.

Here Mrs. Pottinger entered the room.

"I mean circumstances alter cases. I was not a mere clerk when we married, was I, my dear?"

"No, Jacob," assented his wife, readily. "You were out of employment then. I'm sure I don't know why I ever married you. There was Mr. Swipes, the wine merchant."

"Publican, my dear," corrected her husband. "Well, whatever he was he wanted to marry me. I saw him yesterday. He looks so handsome still, his hair is hardly grizzled a bit. But here are your letters, my dear. After husband put his hand to feel the couple's only hairs which still clung like the last survivors of a stricken field, to his shiny cranium. He satisfied himself as to their safety, but did not seem altogether pleased. He said nothing, however, but proceeded to open his letters. As he read the first one, his jaw dropped, and he muttered, "Good Lord! There's some mistake!"

"Anything wrong, my dear?" asked his wife. Mr. Pottinger rubbed his spectacles, and looked at the letter again before replying. Then he said, in tragic tones,

"Oh, nothing at all, ma'am. I'm only ruined, that's all!"

"What?" exclaimed Mr. Pottinger, in her alarm tossing the household cat from her lap; the cat picked herself up slowly, and marched out of the room with an air of offended dignity.

"Just ruined—nothing to cause you any worry, ma'am. It's only bankruptcy—a farthing-in-the-pound, brokers-in-the-drawing-room bankruptcy. It needn't cause you to lose your sleep—there's Mr. Swipes, you know."

"Whatever is the matter, Jacob?" said Mrs. Pottinger, now genuinely frightened.

"You know about those Argentine Bonds, that I mentioned last night. Well, I wrote yesterday to Buckett and Schwindel, asking them to purchase twenty at eight. They've just acknowledged my letter and say that according to my orders—mark, my orders—they have purchased one thousand five hundred and twenty bonds. And the cursed things have already dropped thirty shillings each. I'm a ruined man, Maria!"

Mr. Pottinger mopped his brow mournfully with a big crimson cotton handkerchief, which he then carefully folded and placed in his pocket, as if with it he were laying aside all hope and happiness.

"I'll have to pay up, and where to get the money, I don't know. There must be a mistake somewhere."

"Are you sure you wrote twenty and not 1,520?" They can't expect you to pay it if it's their mistake."

"Well, I've a carbon copy of the letter. I typed it myself."

Mr. Pottinger rummaged among the debris on his desk, and extricated a letter file. He took a letter from it, glanced at it, and said in absolutely miserable tones,

"They're quite right! Here it is—1,520 Argentine Bonds at eight. How could I make such an awful blunder!"

"I have it! I thought at first of having only 15 bonds; then I changed my mind while I was typing the letter, and so I deleted the 15 and typed 20; but there's something wrong with that wretched machine, and I have to pay for it—if I sell every stick of furniture, and the house over our heads! I'm ruined—God help me!"

He looked utterly crushed. Flossie spoke, "Perhaps Harry—"

"Confound Harry or Jerry, or Carrie, or whatever that scoundrel is called! Haven't you got a grain of decency, that you must be bringing up that fool's name, and at such a time. 'Hac father's ruined,' he continued to his wife, 'and she hasn't a word to say except to prate about that spoony young idiot of hers.' Flossie began to weep afresh under this savage outburst.

"I only mean—"

"I don't care what you mean, miss. Leave the room now. I'm ruined, and you can marry a crossing-sweep if you like."

There was a tap at the door, and the housemaid came in.

"A gentleman wants to see you, sir."

"Oh, tell him to go to—my dear, tell him I am ruined—No, I mean not at home—gone abroad—gone mad—dead and buried—anything, but go out."

The girl looked bewildered and hurt. She came back a minute later.

"He says he won't delay you a minute, sir; he's from Buckett and Schwindel. I've shown him into the drawing-room."

"I must go, I suppose," said Mr. Pottinger, wearily, the letter which they rather smartly about their money!"

He went out, and entered the drawing-room. A tall young man was standing in front of the fire, inspecting the pictures over the mantelpiece. He turned round as Mr. Pottinger entered and said,

"Good evening, sir. I've just come from Messrs. Buckett and Schwindel."

Something in his voice seemed familiar to Mr. Pottinger, but he had left his spectacles in the library, so that he was unable to distinguish his visitor's features. The young man continued—

"I presume you received our letter, advising you of the execution of your order. We have just received a private cable to say that the

new Argentine Government intend to repudiate the 77 bonds. Mr. Buckett thought it right that you should learn this at once, as you are largely interested."

"But it's all an awful mistake!"

"I'm delighted to hear it, Mr. Pottinger, but our informant is usually very reliable."

"I mean, I never intended to purchase so many bonds. I wanted to speculate a bit, so I thought I would have just twenty."

Then Mr. Pottinger explained the blunder that his typewriter had made. His listener was very sympathetic, but could suggest no way of escape for the unfortunate speculator.

"I'm afraid," he said, "that it will be impossible to sell the bonds publicly now. You see, there is no 'Change to-morrow, and then Sunday comes; so that this news about the Argentine sure to leak out before Monday. Could you dispose of the bonds privately?"

"No—besides, it would be downright swindling."

His listener thought a few minutes and then said—

"Well, there is a way out of it. In fact, I came here to propose it. I shall make a bargain with you. I am ready myself to take these bonds off your hands, if you return—"

"I will do anything," said Mr. Pottinger, eagerly, "only save me—it's absolute ruin for me."

"Well, I shall expect you to consent to a certain proposal, which will entail your having breakfast with me some morning."

"You are not jesting with me? It hardly decent to do so."

"I never was more serious."

"What is this breakfast about?"

"It's a wedding breakfast. In fact, Mr. Pottinger, I'm going to get married, and I want you to honour me with your presence."

"Delighted, I'm sure—but do I know the lady?"

"I think so. In short, Mr. Pottinger, as I see you don't recognise me, I am Harry Overend."

Mr. Pottinger stiffened his back, and seemed inclined to burst into a rage.

"Don't say a word, sir, till I've explained. I've just changed into Messrs. Buckett's office, and am not penniless. Your letter came to the office this morning, and I was lucky enough to open it. I immediately saw your mistake, for Miss Flossie had told me last night of your intended speculation. I answered your letter on my own responsibility, but the bonds have not yet been purchased. Now, there are certain things—not exactly business—that one may do for one's family: you can either come my father-in-law or—"

"Or what?"

"I'll enter your commission in the shares book, and find means to deliver the shares to-morrow."

Mr. Pottinger rang the bell. Overend looked alarmed and said,

"What are you going to do?"

The maid entered.

Mr. Pottinger smiled and said to her, "Tell Miss Flossie to come to me at once."

When Flossie entered the room she seemed genuinely surprised.

"I've just made a bargain, Flossie," said her father, "with this young gentleman, and I want to hand over my part of the contract—A. India."

A LITTLE TALK.

By L. C. in *Windsor Gazette*.

"How did you come to be called Malcolm, my darling?" she asked. "It was absurd that she had never asked this before, seeing that in their three months of matrimony she had put every other conceivable question to him."

17, coast defence gunboat, 303 tons, 3 guns,
300 i.h.p., Lieut.-Comdr. F. Blunt, Chin-
kiang.

same, twin screw, torpedo-boat destroyer, 300 tons, 6 guns, 5,400 i.h.p., in reserve.

Pirbright, 3rd class gunboat, 455 tons, 4 guns, 350 i.h.p., Capt. G. Barton.

Gleadow, 3rd class battleship, 14,850 tons, 16 guns, 17,500 i.h.p., Captain F. S. Inglefield, Hongkong.

Goltaitch, 1st class battleship, 12,900 tons, 16 guns, 12,500 i.h.p., Capt. L. Wintz, en route Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. K. S. D. Cumming, Tung-shan.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Weihai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnæi, gun-velocity, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lisard, 1st-class gunboat, 715 tons, 6 guns,

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C. Wellington

8,500 i.h.p., Capt. J. H. Burke, C.N., Shanghai.
Otter, torpedo-boat destroyer, Lieut. and Coms. C. P. Mansel, Shanghai.
Phaethon, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.
Pigmy, first class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.
Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.
Plouër, first class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.
Redpole, first-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett,

Rosario, sloop, 980 tons, 6 guns, 1,400 lh.p.,
Com. C. Hamilton, en route Singapore.
Sandpiper, British, river-gunboat, 3 guns, Lt.
Comdr. Carr, West River.
Saiche, river-gunboat, 80 tons, 3 guns, 140 lh.p.

Swift, second-class gunboat, 735 tons, 6 guns, 870 i.h.p., Hongkong.
Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.I., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 620 tons, Lieut.-Comdr. Lyne, Manila.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 5,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.
Wiven, coast defence ship, 2,750 tons, 6 guns, 1,000 i.h.p., Hongkong.

Woodlark, river-gunboat, 2 guns, 550 h.p.,

Adamastor, Portuguese cruiser, 1,900 tons,
Capt. Andrew Hongkong.

Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons,
9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns,
1,500 tons, 9,000 i.h.p., Capt. M. V. Eilsenau,
Shanghai.
Konigin Wilhelmina der Nederlanden, Dutch
cruiser, 8 guns, 4,600 tons, 5,900 i.h.p.,
Capt. J. P. Rossum, Swatow.
Lisboa, Portuguese gunboat, 558 tons, Comdr.
Jose da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns,
5,000 tons, 7,755 i.h.p., Capt. V. Blesl
Ritter v. Sambuch, Shanghai.
Pietsirih, Dutch cruiser, 5 guns, 3,600 tons,
4,736 i.h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain
Mello, Hongkong.
Zenta, Austrian cruiser, 2,500 tons, Captain
Skala, Shanghai.

POST OFFICE.

For Moji—Per *Aristea*, to-morrow, the 5th instant, at 9 A.M.
For Shanghai—Per *Chihli*, to-morrow, the 5th instant, at 9 A.M.
For Canton—Per *Powan*, to-morrow, the 5th

For Amoy, Kobe and Yokohama—Per *Lia-*

For Europe, &c., *See the Atlantic*.
Yarra, on Monday, the 5th instant, at 11 A.M.
 For *Macao*, on Monday, the 5th instant, at 12.15 P.M.
 For *Kumuchuk* and *Samsul*.—*Per Tung-kong*, on Monday, the 6th instant, at 3 P.M.
 For *Illoilo* and *Cebu*.—*Per Kaitong*, on Monday, the 6th instant, at 5 P.M.
 For *Canton*.—*Per Fatshan*, on Monday, the 6th instant, at 5 P.M.
 For *Swatow*, *Amoy*, and *Tamsui*.—*Per Hailong*, on Monday, the 6th inst., at 5 P.M.
 For *Shanghai*, *Nagasaki*, *Kobe*, *Yokohama*, *Honolulu* and *San Francisco*.—*Per Gellie*, on Tuesday, the 7th instant, at 11 A.M.
 For *Madras*.—*Per Parla*, on Tuesday, the 7th instant, at 4 P.M.
 For *Whampoa*, on Tuesday, the 7th instant, at 4 P.M.

For Singapore, Penang and Calcutta—Per
Catherine Adams on Thursday, the 9th instant.

For Manila—Per *Sungang*, on Thursday, the 9th instant, at 2 P.M.
For Kobe and Yokohama—Per *Changha*, on Friday, the 10th instant, at 4 P.M.
For Hongkong, Penang and Bombay—Per *Blagoe*, on Saturday, the 11th instant, at 10 A.M.
For Europe, &c., India, via Tientsin—Per *Ballaard*, on Saturday, the 11th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, E.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 13th instant, at 10.45 A.M.
For Europe, &c., India, via Tientsin—Per *Prins Helldorf*, on Wednesday, the 15th inst., at 10.45 A.M. &c.

Printed and Published by ETHEL BERT FORBES SKERTCHLY, for The Hongkong Telegraph Company, Limited, at the Printing Office, of the Company, No. 50, Queen's Road Central, in the City of Victoria, HONGKONG.